



## EUROPAN 16 SWEDEN REPORT OF THE JURY

2021-12-10

### Number of registrations 69

Karlskoga 21

Varberg 25

Västerås 23

### Number of entries 45

Karlskoga 13

Varberg 18

Västerås 14

### Composition of the jury

Bengt Isling (SE), Chairman of jury, Landscape architect, Partner at Nyréns arkitektkontor

Karin Bradley (SE), Urban planner, Associate professor Department of Urban planning and Environment, KTH

Anna Chavepayre (SE/FR), Architect, Founding architect at Collectif Encore architecture & paysage

Christer Larsson (SE), Architect, Former Director of City Planning, City of Malmö, Adjunct professor in architecture

Tina Saaby (DK), Architect, City architect of Gladsaxe

Ted Schauman (FI), Architect and Urban planner, co-founder of Schauman & Nordgren Architects

Jessica Segerlund (SE), MA in curating art, Head of Place development, Älvstranden utveckling

### Substitutes

Tove Fogelström (SE), Architect, Founding architect at AndrénFogelström, Winner European 15 in Täby, SE

Björn Förstberg (SE), Architect, Founding architect at Förstberg Ling, Winner E15 in Helsingborg, SE

### PHASE 1: Preliminary analyze by a Technical commission

The national secretariat has verified that all proposals comply with the competition rules and were possible to include in the jury evaluation. All submitted proposals conformed to the rules and have been evaluated during the jury process. Before the first jury meeting, the municipalities have composed a technical commission that analyzed all the submitted proposals with focus on how the content in the proposals related to the questions asked in the competition briefs. The site representatives presented their analysis of the content in relation to the competition brief during the first meeting with the jury. The site representatives were asked to make objective presentations and to avoid subjective evaluations in terms of good or bad.

## **PHASE 2: First meeting of the jury to make a preselection among the entries**

Jury meeting 1, 13-14/10 2021 at Architects Sweden, Stockholm

### PARTICIPATION OF THE JURY

#### Day 1, 13/10

Jury members with a vote (present marked in bold)

**Bengt Isling (SE)**  
**Karin Bradley (SE)**  
**Anna Chavepayre (SE/FR)**  
**Christer Larsson (SE)**  
**Tina Saaby (DK)**  
**Ted Schauman (FI)**  
**Jessica Segerlund (SE)**

Substitutes with a vote (present marked in bold)

Tove Fogelström (SE)  
Björn Förstberg (SE)

Site representatives present, but with no voting right

Ann Dakovic, Site representative Municipality of Karlskoga  
Bosse Björk, Municipality of Karlskoga  
Maria Söderlund, Site representative Municipality of Varberg  
Kristina Hellerström, Municipality of Varberg  
Johan Thein, Municipality of Varberg  
Isabell L. Eklund, Site representative City of Västerås  
Viktoria Brandel, City of Västerås  
Jenny Bergström, City of Västerås  
Marianne Holgersson, City of Västerås

#### Day 2, 14/10

Jury members with a vote (present marked in bold)

**Bengt Isling (SE)**  
**Karin Bradley (SE)**  
**Anna Chavepayre (SE/FR)**  
**Christer Larsson (SE)**  
**Tina Saaby (DK)**  
**Ted Schauman (FI)**  
**Jessica Segerlund (SE)**

Substitutes with a vote (present marked in bold)

Tove Fogelström (SE)  
Björn Förstberg (SE)

Site representatives present, but with no voting right

Maria Söderlund, Site representative Municipality of Varberg  
Johan Thein, Municipality of Varberg  
Isabell L. Eklund, Site representative City of Västerås  
Viktoria Brandel, City of Västerås  
Jenny Bergström, City of Västerås  
Marianne Holgersson, City of Västerås  
Carl Arnö, City of Västerås



## GENERAL METHOD OF EVALUATION

1. The site representatives made a brief presentation of the city, the competition site and the competition brief. The site representative presented each submitted proposal briefly, and focused on technical aspects without evaluating the projects.
2. The jury and site representatives independently selected which projects they wanted to bring up to further discussion.
3. Discussion, comparison, and preselection of proposals. Only the jury had a vote, but the site representatives could participate in the discussions.

## KNOWLEDGE OF THE PROJECTS / CRITERIA AND WAY TO PRESELECT

The jury members had access to all of the projects before the meetings, and all projects were exhibited site per site in the room of the jury discussions.

The jury has pre-selected the best projects before a definitive selection. The jury has been consensual in their decision, and no voting has been required.

### Karlskoga

The proposals for Karlskoga show both traditional and more conceptual projects. The site has a difficult topography with the new railway and highway and there is almost no existing built structure in proximity to the project site, which seems to have made it hard for the teams to grasp the scale of the site. The competition brief was maybe also a bit unclear regarding this. The jury has been discussing what type of life and activities this place should inhabit, as well as what could be an appropriate scale for new built structures. The jury has been preselecting proposals that start with an analysis of the site and that relate both to the surrounding landscape and existing built structures. The jury has been looking at how existing natural structures can become a resource for the site.

5 preselected projects:

UQ140	Embrace Karlskoga
RN992	K_BTW
SP770	Corridors and Connections
PF221	At the Edge of Town
CO192	Abiterra



## Varberg

For the proposals in Varberg the jury has been preselecting proposals that show ways to connect and link the two sides north and south of the road that acts as a segregating barrier between existing built structures. Another aspect has been a question of equity as to where and on which side of the road the proposed built structures have been placed, and how they relate to the apartment blocks in the north and the villa structures south of the road, and what kind of public or private places are created in between. The design of the public square and how it relates to the street has been another parameter the jury has been evaluating.

5 preselected projects:

CV521	Make the backs fronts (again)
IB013	Lifeline
GN377	Trädlycke
JU026	Pockets of green
NB168	Hej Granne! A place to care.

## Västerås

The development of Mälarporten will take place over a period of 25 years and it will be important to find solutions that can be sustainable over a long period of time. The citizens need to have ownership of the activities proposed rather than an external actor taking action. The jury has prequalified proposals that could contribute to the making and creation of the place, and that also evoke knowledge interest about the area. The proposals for temporary architecture should constitute a platform for dialogue and inclusion, be sustainable and innovative and be adapted to the site.

6 preselected projects:

NF577	Making Space
FD767	Västerås Vitality!
AL718	Bricolage
PX292	Landscape of Encounters
TZ146	Ny väg
ZI248	Västerås Vibes

### PHASE 3: Second meeting of the jury

Jury meeting 2, 22-23/11 2021 at Architects Sweden, Stockholm

#### PARTICIPATION OF THE JURY

##### Day 1, 22/11

Jury members with a vote (present marked in bold)

**Bengt Isling (SE)**  
**Karin Bradley (SE)**  
**Anna Chavepayre (SE/FR)**  
Christer Larsson (SE)  
**Tina Saaby (DK)**  
**Ted Schauman (FI)**  
**Jessica Segerlund (SE)**

Substitutes with a vote (present marked in bold)

**Tove Fogelström (SE)**  
Björn Förstberg (SE)

Site representatives present, but with no voting right

Bosse Björk, Site representative Municipality of Karlskoga  
Maria Söderlund, Site representative Municipality of Varberg  
Johan Thein, Municipality of Varberg  
Viktoria Brandel, City of Västerås  
Marianne Holgersson, City of Västerås

##### Day 2, 23/11

Jury members with a vote (present marked in bold)

**Bengt Isling (SE)**  
**Karin Bradley (SE)**  
**Anna Chavepayre (SE/FR)**  
**Christer Larsson (SE)**  
**Tina Saaby (DK)**  
**Ted Schauman (FI)**  
**Jessica Segerlund (SE)**

Substitutes with a vote (present marked in bold)

Tove Fogelström (SE)  
Björn Förstberg (SE)

Site representatives present, but with no voting right

Maria Söderlund, Site representative Municipality of Varberg  
Carl Arnö, Site representative City of Västerås  
Viktoria Brandel, City of Västerås  
Marianne Holgersson, City of Västerås

## GENERAL METHOD OF EVALUATION

1. The Site representatives gave a report from the Forum in San Sebastian and the working groups they have participated in.
2. The Site representatives informed the jury about the local exhibition and if there were any reactions from the public.
3. The Jury members presented the preselected projects of which they have made a profound reading.
4. The Site representatives made technical comments to the presented projects.
5. Question raised if any of the eliminated projects should be brought to the discussion again.
6. General discussion around the projects.
7. The jury confer alone and give their motivations for the winner, runner-up and special mention.

## CRITERIA AND WAY TO SELECT

The goal for the jury discussions was for the jury to arrive at a consensual decision by discussion, but in those cases needed, the jury has voted. The jury has gradually eliminated projects in order to arrive to the final selection.

By the end of the last session the jury has exhibited, compared and had a global discussion around the winners, and the final evaluation was executed.

## FINAL EVALUATION

### Karlskoga

WINNER	UQ140 Embrace Karlskoga
RUNNER-UP	PF221 At the edge of town
SPECIAL MENTION	RN992 K_BTW

### Varberg

WINNER	CV521 Making the backs fronts (Again)!
RUNNER-UP	GN377 Trädlycke, A new centre – The polycentric neighbourhood within the city
SPECIAL MENTION	IB013 Lifeline

### Västerås

WINNER	FD767 Vitality!
RUNNER-UP	PX292 Landscapes of encounters – an invitation to a multispecies city
SPECIAL MENTION	NF577 Making space
	TZ146 Ny väg! Move around



## EVALUATION COMMENTS BY THE JURY

### KARLSKOGA

"A district around the new station for the fast Nobel railway line between Stockholm and Oslo"

#### Winner: Embrace Karlskoga

The proposal consistently focuses on utilizing the resources available in the city of Karlskoga and on the site in full accordance with the theme Living cities with the two main aspects Metabolism and Inclusivity. The jury therefore greatly appreciates the proposal's basic starting point beginning from the qualities of the landscape, which is a way of finding unique site-specific solutions. The proposal carefully analyses the landscape from the regional level down to the natural conditions with forest land, arable land, beach, lake and ravines. It describes a suitable scale for the settlement for a smaller city that will grow. Embrace also connects the place where the train station is planned with the rest of Karlskoga and connects it with the surroundings around Lake Möckeln in an imaginative way. It takes note of both existing urban structures and the spatiality of the cultural landscape and builds on them. The proposal also provides instructions for sustainable development both here and now and for the future, for example with plantations that are integrated especially in the lower buildings down to the lake. The proposal both does a lot and provides a lot.

Comments for further development of the proposal:

The density probably needs to be reviewed around the planned station. The proposal should stick to the main idea for the place, the landscape, the urban development and with a small scale in any adaptations. The undeveloped land around the train station with its safety distances can be developed to become a modern railway park like the well-known model parks when the railway's main lines were expanded. The move to develop the Storängen district with its trade along road 243 to the south is successful but may take a long time to implement because of the privately owned land. However, according to the jury's assessment the city will be inevitably be developed and densified in that area when Karlskoga gets its train station nearby. The proposal has the potential to develop the shore more with several day trips and excursion destinations.

#### Runner-up: At the edge of town

*At the edge of town* answers many of the questions in the competition brief in an empathetic way. The proposal develops a dense new district based on the new station. It clearly describes the potential that exists in the new station location on the slope down to Möckeln and how, as a train passenger, you meet the city from the east across the lake with a park by the water. The city structure is consistently built up of semi-open blocks that are laid next to each other. It creates a clarity with access from the street and protected yards in a classic way. In these blocks, house bodies with different heights are then placed, which makes the plan flexible and possible to adapt to the wishes of the municipality. Järnvägstorget creates a nice place in front of the station building with an interesting connection through a park lane all the way down to Möckeln.

Comments for further development of the proposal:

The jury believes that the proposal should generally be developed with a reduction in building heights, which the block structure would allow without problems. The proposal would also benefit from a clearer connection to the city's existing structures



and to the forest land to the north. The urban structure could open up towards the forest land with a few minor adjustments, which would make the proposal more integrated with the site. The parking solution with its futuristic robot parking in townhouse-like buildings can be difficult to implement but is still an addition to the debate.

### **Special mention: K\_BTW**

K\_BTW takes an artistic and holistic approach to the site with a consistent and cohesive bridge structure for both buildings and pedestrian traffic. It thus problematizes how the new train and highway bridge quite brutally crosses Lake Möckeln. The proposal is presented in a conceptual way with a white built structure in a landscape that is generally green without a clear connection to the landscape on the site. The car access is placed under the bridges and the ground remains in theory undeveloped and free to move on. The proposal has its strength as a concept and idea of how to develop the lake's qualities with clear additions to Möckeln's shore.

Comments for further development of the proposal:

This challenging approach, including modernist role models, will not be cheap and easy to implement. For example, it is difficult to see how a phased expansion can be done. In return, it shows the architecture's ability to create something new out of nothing. A project that, if implemented, would become a destination. Which would really put Karlskoga on the map for the world's architectural journeys. K\_BTW could, if implemented in a fantastic future, create a so-called Bilbao effect like the Guggenheim Museum in Bilbao did.





## VARBERG

”Transformation of a traffic barrier into a living town street for people”

### Winner: Make the backs fronts (again)!

Make the backs fronts (again)! takes an impressive holistic approach for the project and develops the site with a proposal that can do many different things at the same time. The jury notes how the proposal clearly works with the theme in Living cities with the two main aspects Metabolism and Inclusivity. The proposal has a clear strategy for implementation. It starts with Trädlyckevägen, which remains in its original location, being rebuilt, becoming narrower and the park alongside the road is established. At the same time, the area around Håstens torg will be densified and developed in a first phase, which means that the area will have an attractive centre that can become an engine in urban development. Then there is the so-called mobility Hubs in a second phase and gradually more and more buildings. Both sides of Trädlyckevägen will eventually be developed. The proposal is justified based on the objectives in the Living cities concept and has a clear climate perspective. The districts of Håsten and Karlberg will be connected by different means. The buildings have a nice scale that is connected to the place. The jury would like to emphasize in particular the architectural design of the local food market. Here, the proponents show their willingness and ability both to recycle the existing building structure and to make something new out of it with their own expression. This is a proposal that will be a good framework in the future urban transformation of this very complex project. In the long process that this entails, the jury believes that it has the right robustness required.

Comments for further development of the proposal:

The jury is of the opinion that the park along Trädlyckevägen would benefit from less buildings being implemented along the south side, which wouldn't affect the basic idea of the proposal. Furthermore, the jury sees great potential in the buildings on the north side that can contribute with housing qualities for those who already live in Karlberg. This should be reported in the further development of the proposal.

### Runner-up: Trädlycke

Trädlycke presents a complete project adapted to the site with many empathetic solutions elegantly presented. The buildings are docked in the existing districts in a skilful way. Trädlyckevägen remains in its position but narrows down, which the jury has found to be the solution that best utilizes existing resources in the form of street infrastructures and existing pipelines while providing the best flexibility for the expansion. Håstens torg is presented as a place across Trädlyckevägen. A good approach. The proposal is clearly presented with a visualization that emphasizes the connection from north to south. The buildings on the south side create, with their courtyards open to the south, rare housing qualities. The jury especially wants to emphasize the fine sequence of park roads and small parks along Trädlyckevägen.

Comments for further development of the proposal:

The proposal consistently has a dense urban fabric, which creates an unnecessarily high level of exploitation for a small town like Varberg according to the jury's assessment. This could quite easily be developed further in the event of a continuation. In that context, one could consider whether it is worth removing the continuous green area along Trädlyckevägen. The parking solution under the city centre building, with parking garages that reach out to the facade at street level, creates urban spaces without life, which can be modified quite easily.

**Special mention: Lifeline**

Lifeline has perhaps its most important quality in the presentation of the strategic tools for a project of this calibre, from planning to implementation. The pedestrians and cyclists are given clear priority. Lifeline also shows the potential of moving Trädlyckevägen to the north and locating all buildings along the road on the north side. Then you get the opportunity to create a wider park with all the opportunities that it entails. In the proposal, it is only schematically reported, but it is still possible to see the great possibilities that it would entail. The buildings towards Karlberg with their gable motifs towards Trädlyckevägen would further give the street a strong character.

Comments for further development of the proposal:

The jury believes that the proposal for development at Håstens torg does not fully achieve the density that a developed city life requires. It may be interesting to turn a square towards the intersection with Äckregårdsvägen, but it must then be designed with that precondition.



## VÄSTERÅS, MÄLARPORTEN

"A transformative city-making process with temporary architecture as a platform for dialogue and co-creation of a living city."

### Winner: Vitality!

Vitality is an airily presented proposal that shows a clear idea of the process, implementation and sustainability questions. In addition, the team shows beautiful architectural additions in the form of several pavilions which can be developed into an industrial park. Vitality is based on questions about the purification of Lake Mälaren's water and the ecology of the site. This puts the proposal in our contemporary context with the major challenges we see in the form of climate change, water level rise, population growth, etc. This makes Vitality one of the proposals that most clearly worked with the Living cities theme and its two main aspects Metabolism and Inclusivity. Vitality also includes strategies for water, greenery and social sustainability. The first changes will take place at the train station and at Lake Mälaren's shores and quays with a floating pavilion that can be used for research and education in water issues. Then the proposal is developed inwards with a green transformation around the area with the abandoned tracks and the spontaneous vegetation that is there. The goal can be a permanent park based on industrial history as well as the entire park structure being processed in urban development.

Comments for further development of the proposal:

The strategy for the green structures deserves to have a clearer spatial representation and provide guidance on how the municipality should make its interventions. The floating pavilions will probably have to be relocated since the harbor basin they are located at will continue to be used for a number of years, but this can be done without jeopardizing the main ideas of the proposal.

### Runner-up: Landscape of encounters

Landscape of encounters, LOE, has its strongest qualities in how the site is treated to increase biodiversity. By analysing the site's conditions with ruderal plants, piles of rubble, clay quarries and other objects, a development is described where Mälarporten, primarily through natural processes, will become a more sustainable place with room for people, plants and animals. According to the jury, the goals in the Living cities theme and its two main aspects Metabolism and Inclusivity can hardly be formulated more clearly. The method is on paper simple in LOE; first examine the site, what could be used? Then invite interested parties, these move in and develop. The proposal thus houses a café in an existing house, urban farming, a construction playground with recycled material and the large silo is developed with simple means to become a habitat for mountain animals.

Comments for further development of the proposal:

The jury believes that the method in LOE, which is based solely on co-creation, without a clear design, risks missing out on durability since it can become too chaotic, temporary and difficult to maintain. LOE therefore needs to be developed more towards architectural guidance and can, with that addition, become a lush and bustling framework for various installations and interventions that are designed site-specifically.

**Special mention: Making space**

Making space has a somewhat enigmatic motto; "Showing some grace and leaving be", which is a way of summarizing the strengths of the proposal. It creates some beautiful spaces and leaves the rest of the area alone. Making space transforms Mälarporten into a completely new and poetic, but, as it seems, empty landscape with a starting point from the existing in a skilful and well-designed way. The wild meets the abandoned industrial landscape with installations and facilities in suitable scales.

Comments for further development of the proposal:

Could Making space become Västerås' equivalent of the High Line in New York? If so, the jury believes that the well-defined park must be reshaped, adapted to the contaminated soil and programmed more for staying at, which the jury believes would be possible.

**Special mention: Ny väg! Move around**

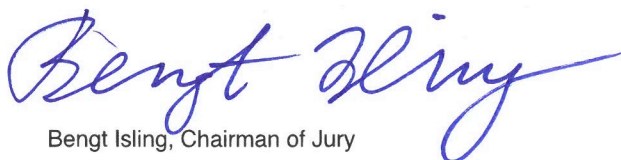
*Ny väg* tries to create an open platform for the residents of Västerås to explore their city and the new district Mälarporten. *Ny väg* operates on three scales. The city with the large-scale connection to Lake Mälaren, the district with a (yellow) pedestrian and bicycle network and the local scale with new public spaces. These public spaces are formed by temporary buildings, "Archetypes", which recapture and program various abandoned sites. One of them is a lookout tower that can become an interesting new feature in a district. From the area west of the railway the project develops eastwards and eventually an entire park is created from the abandoned track area with its spontaneous mature vegetation together with the two original streams that are dug out of their culverts.

Comments for further development of the proposal:

Although the new yellow road can be interpreted symbolically as what connects the different archetypes, it also arouses the jury's curiosity. In a potential next phase, the jury would like to know how it is intended that we should move through Mälarporten. Is it on a yellow walkway? We also believe that the scale of the various built elements need to be considered carefully.

The jury did not agree on the order of the awarded proposals in Västerås Mälarporten.

Signature, 2021-12-10



Bengt Isling, Chairman of Jury